

SAFETY SUPPLEMENT

TECHNICAL MANUAL

**AEROSPACE EMERGENCY RESCUE
AND MISHAP RESPONSE INFORMATION
(EMERGENCY SERVICES)**

THIS PUBLICATION SUPPLEMENTS TO 00-105E-9 REVISION 8, DATED 30 SEPTEMBER 2002, LOCATED AT WEB SITE: <http://www.robins.af.mil/logistics/LGEDA/Documents/to00-105e-9.htm>.

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TO THE ATTENTION OF ALL AFFECTED AIR FORCE PERSONNEL.**

PUBLISHED UNDER AUTHORITY OF THE SECRETARY OF THE AIR FORCE

27 August 2003**271. PURPOSE.**

This supplement provides instructions for update of TO 00-105E-9 Revision 8, dated 30 September 2002, affecting Chapter 6 USAF Cargo Aircraft. This update adds new information regarding the C-40A/B/C versions to the joint-service VIP/passenger/cargo/combi aircraft with information regarding the differences in cabin configurations, composite materials locations, entry, engine shutdown, and evacuation routes.

2. INSTRUCTIONS.

- a. This information, if it applies to your operation, can be downloaded and printed from this web site by the end user. Use the most current Adobe Reader for this function. This software is free and can be downloaded from Adobe.com at their web site. PDF files should be downloaded with the Reader running on your PC to reduce download time.
- b. This supplement to Chapter 6 adds information based on newly provided source data information regarding the C-40. The new update should be added to Chapter 6 in TO 00-105E-9 Revision 8. The end user should save this file and print the affected pages, if applicable to the user's operation. File a copy of this Safety Supplement with the main Technical Order according to current regulations.

NOTE

The operational user file is the whole or selected printed pages from the web site placed in a binder used for local, transient operations or both. This information should also be included in mobility boxes where applicable. If your unit or a part of your unit is serving elsewhere, they should be informed of this Safety Supplement and how to obtain it. See TO 00-5-2 paragraphs 1-1.4, 1-1.4.1, and 1-1.6 for Local Reproduction of TOs and Digital Media guidance.

THE END

AIRCRAFT PAINT SCHEME

APPLICABILITY: USN C-40A (C-9 REPLACEMENT)

C-40

AIRCRAFT PAINT SCHEME

APPLICABILITY: USAF C-40B (VIP TRANSPORT)

C-40

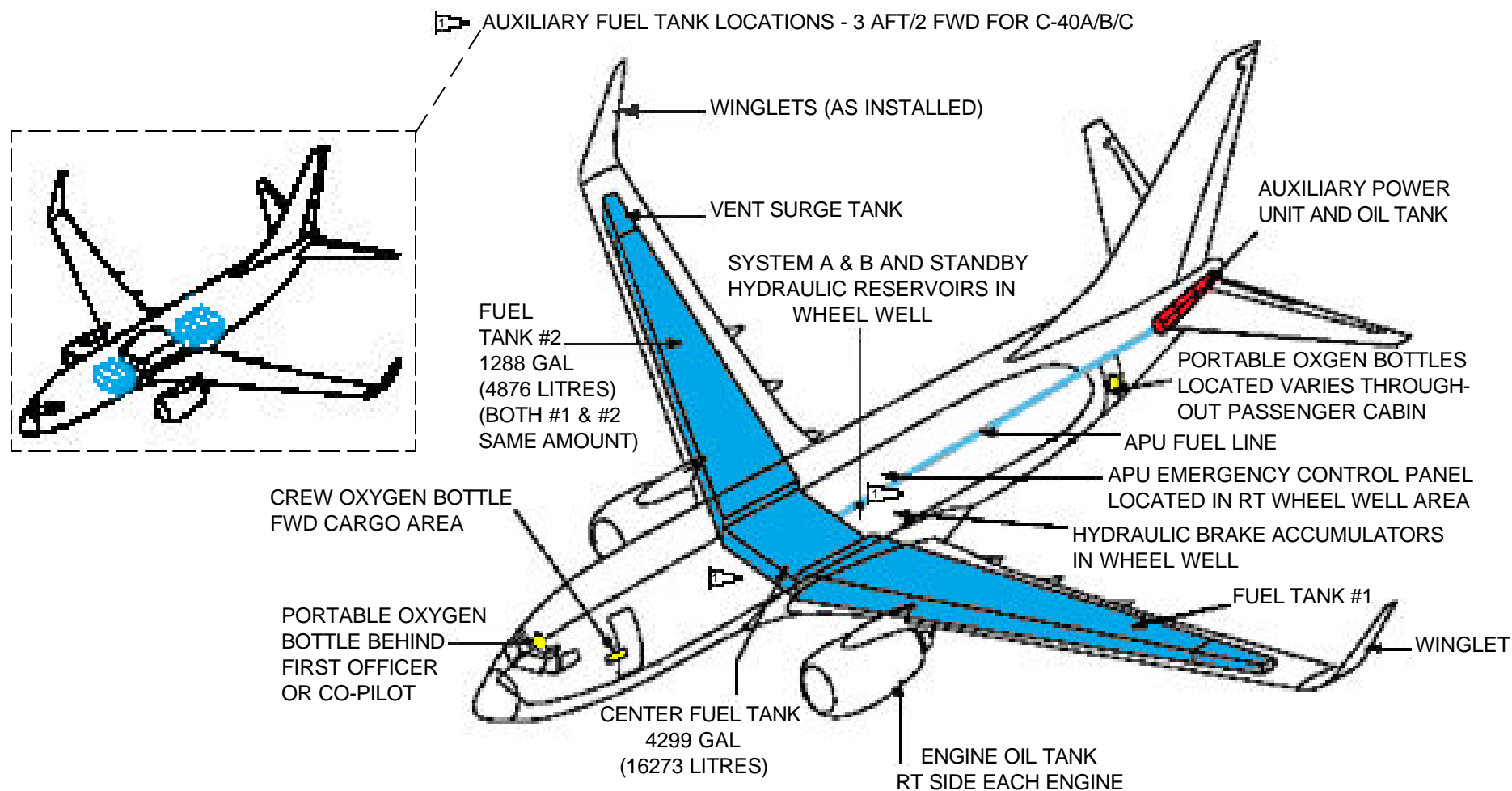
AIRCRAFT PAINT SCHEME

APPLICABILITY: USAF C-40C (C-22 REPLACEMENT)

C-40

737-600/700/800 MAIN FUEL TANKS WITH C-40 AUXILIARY TANKS LOCATIONS

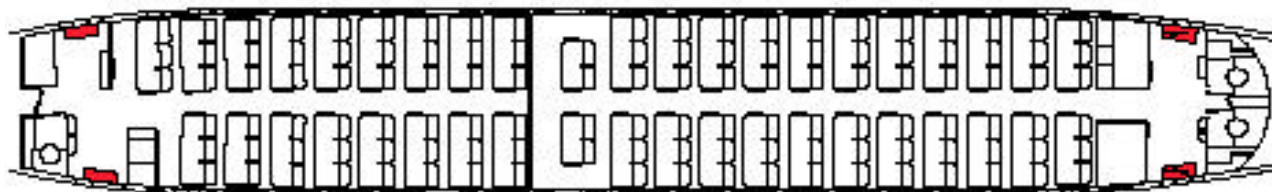
C-40



C-40A CABIN CONFIGURATIONS

The C-40A aircraft configuration is a modified 737-700 IGW/QC (Quick Change) jetliner which increases the logistical capabilities of the U.S. Navy's worldwide fleet. It can be configured as an all-passenger, all-cargo or combination of the two. Designated C-40A, the aircraft will be used for the Navy Unique Fleet Essential Airlift (NUFEA) mission, transporting both passengers and cargo around the world. The C-40A can operate in three configurations: an all-passenger (121) configuration, an all-cargo configuration of up to eight pallets, or a combination (or "combi") configuration that will accommodate up to 70 passengers and three cargo pallets.

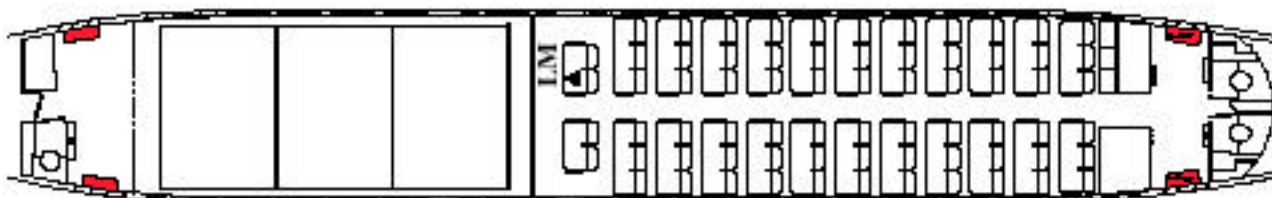
ALL PASSENGER CONFIGURATION WITH FOUR (4) FLIGHT ATTENDANT STATIONS



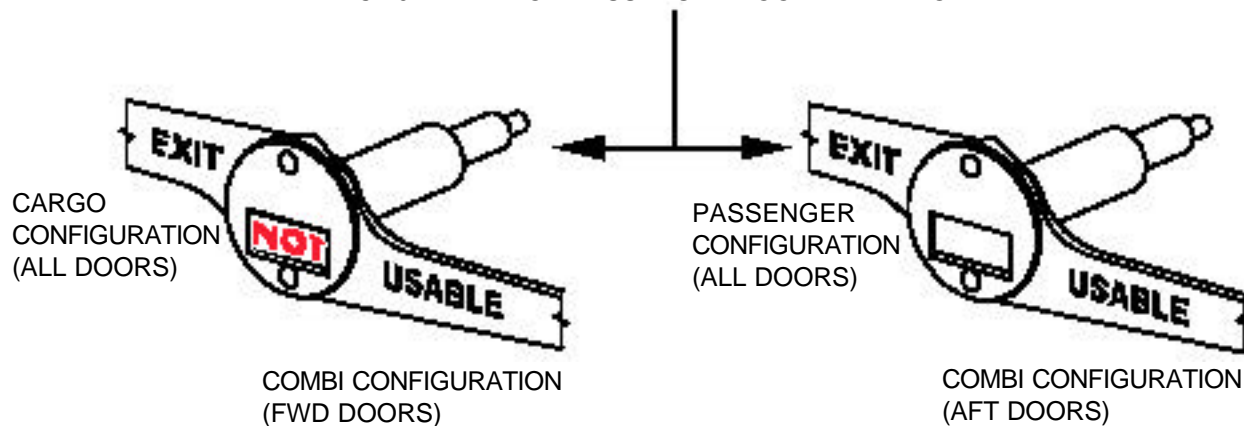
ALL CARGO CONFIGURATION WITH FOUR (4) FLIGHT ATTENDANT STATIONS



COMBI CONFIGURATION WITH FOUR (4) FLIGHT ATTENDANT STATIONS



C-40A EXTERIOR PASSENGER DOOR HANDLE ONLY



C-40B CABIN CONFIGURATION

The C-40B aircraft configuration is a 737-700 IGW (Increased Gross Weight). This aircraft is specifically designed for VIP transport operated by the USAF.

26 Total Passengers and 11 Crew*

* Available Crew Seats:

- 4 Crew Rest Seats
- 4 Flight Attendant Seats
- 3 Flightdeck Seats
- 1 CSO Seat

	OPERATIONAL DOORS (4 PLACES)
	EMERGENCY EXITS (2 OVER WINGS)
	WINDOWS
	BLOCKED WINDOWS

DIMENSIONS:

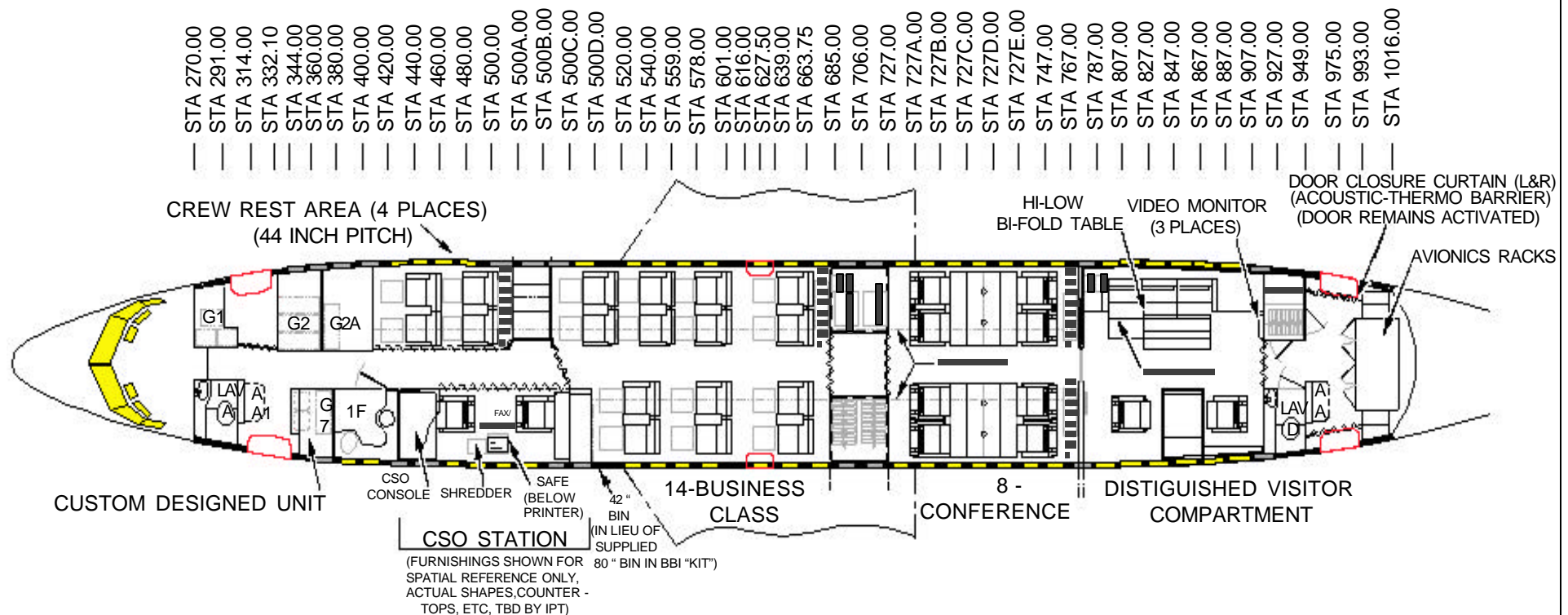
Length - 110 FT 4 IN (33.63 M)

Height - 41 FT 2 IN (12.55 M)

Wingspan - 112 FT 7 IN (34.3 M)

FUEL CAPACITY: 6878 US GALS

C-40B STATION LOCATIONS



C-40C CABIN INTERIM CONFIGURATION

C-40

NOTE:

The C-40C illustrated here is the delivered cabin interim configuration.

110 Total Passengers
8 B/C
102 Y/C



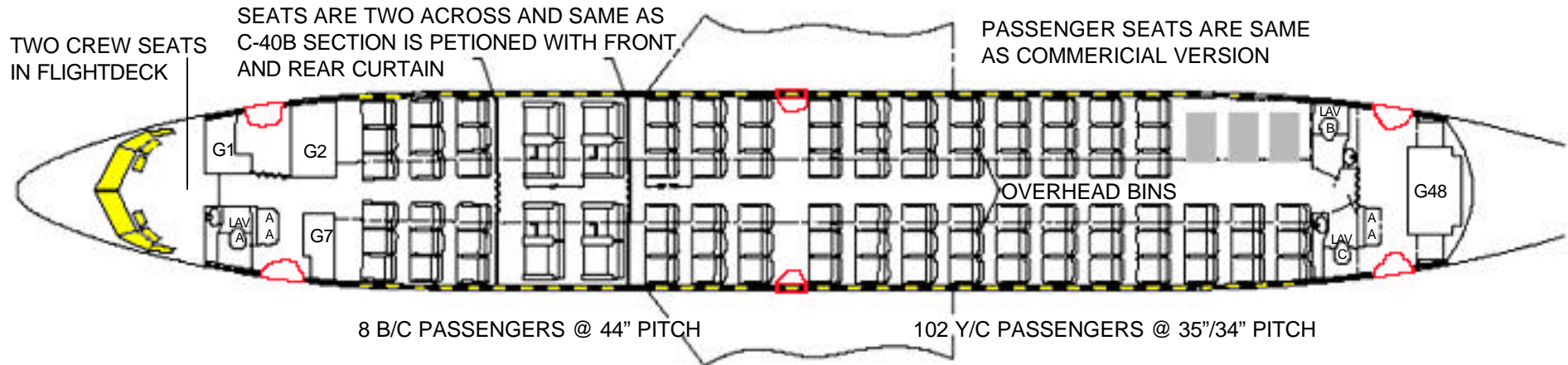
OPERATIONAL DOORS (4 PLACES)
EMERGENCY EXITS (2 OVER WINGS)



WINDOWS

C-40C STATION LOCATIONS

STA 270.00
STA 291.00
STA 314.00
STA 332.10
STA 344.00
STA 360.00
STA 380.00
STA 400.00
STA 420.00
STA 440.00
STA 460.00
STA 480.00
STA 500.00
STA 500A.00
STA 500B.00
STA 500C.00
STA 500D.00
STA 520.00
STA 540.00
STA 559.00
STA 578.00
STA 601.00
STA 616.00
STA 627.50
STA 639.00
STA 663.75
STA 685.00
STA 706.00
STA 727.00
STA 727A.00
STA 727B.00
STA 727C.00
STA 727D.00
STA 727E.00
STA 747.00
STA 767.00
STA 787.00
STA 807.00
STA 827.00
STA 847.00
STA 867.00
STA 887.00
STA 907.00
STA 927.00
STA 949.00
STA 975.00
STA 993.00
STA 1016.00



C-40C CABIN CONFIGURATION INTERIOR MODIFICATION

C-40

NOTE:

The interior modification to the C-40C will accommodate 40 passengers, 4 attendants and 4 crew rest.



OPERATIONAL DOORS (4 PLACES)
EMERGENCY EXITS (2 OVER WINGS)

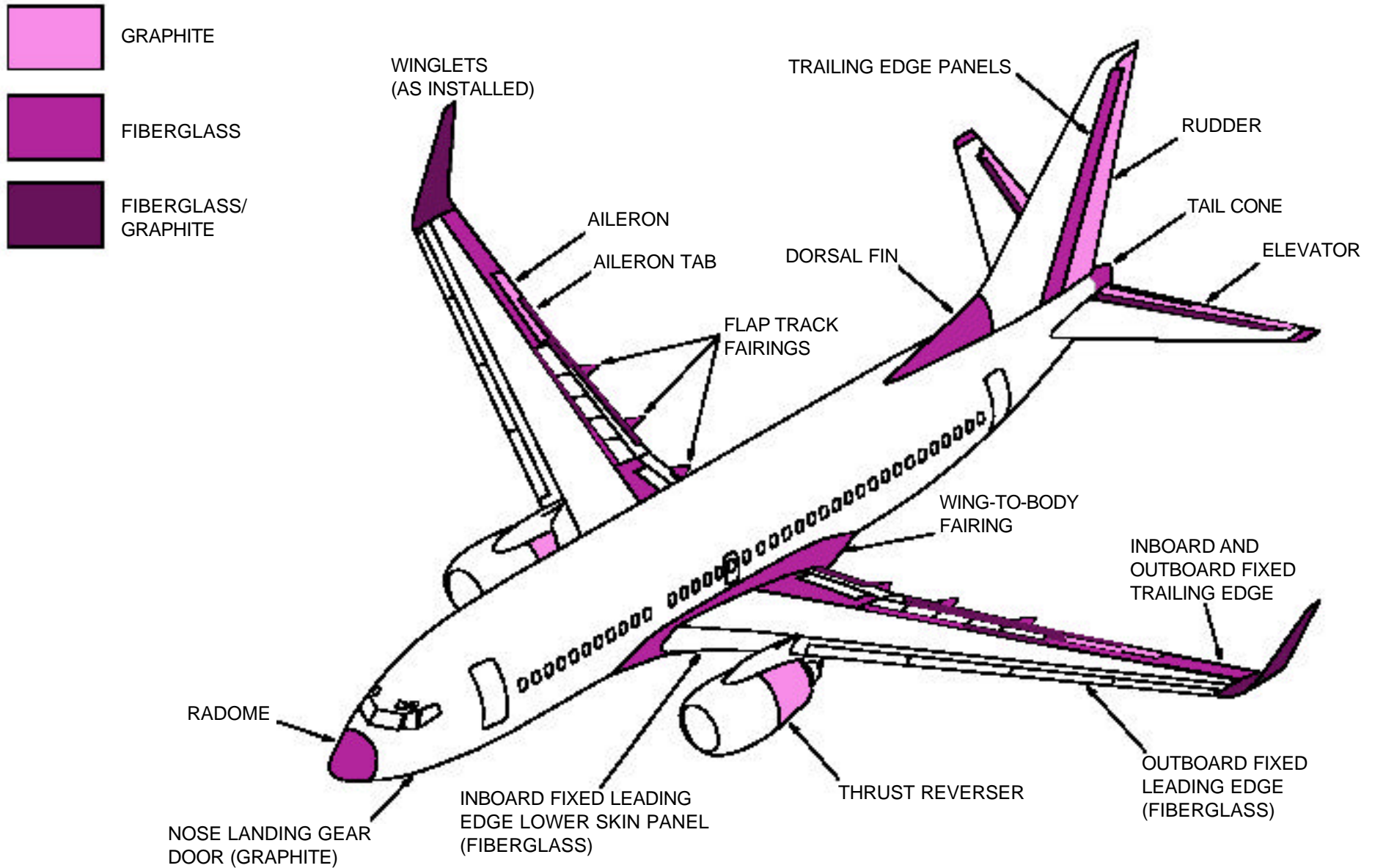
WINDOWS

C-40C STATION LOCATIONS



COMPOSITE MATERIALS LOCATIONS

C-40



SPECIAL TOOLS/EQUIPMENT

Power Rescue Saw
12 Foot Ladder
Fire Drill II

AIRCRAFT ENTRY

-600/-700/-800 BOEING BUSINESS JET SERIES

1. NORMAL/EMERGENCY ENTRY

CAUTION

When passenger and service doors are opened from outside, chutes will automatically deploy.

- Push in top center panel on overwing escape hatches, located on both fuselage sides. Push hatch inward and upward.
- Pull handle on forward and aft entry doors, located left side of fuselage, outward and rotate clockwise. Pull doors outward.
- Pull handle on right forward and aft service doors, outward and rotate counterclockwise. Pull doors outward.

2. PILOT'S SLIDING WINDOW (RH & LH) CARGO AND RH ONLY PASSENGER AIRCRAFT

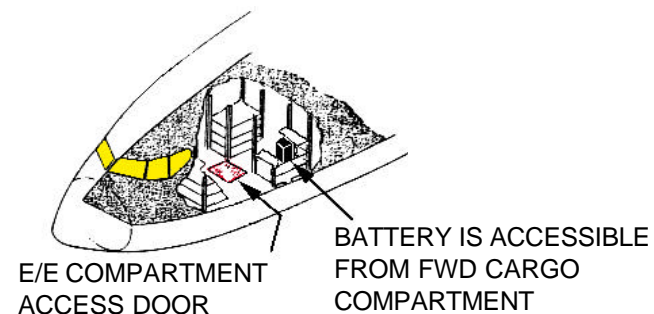
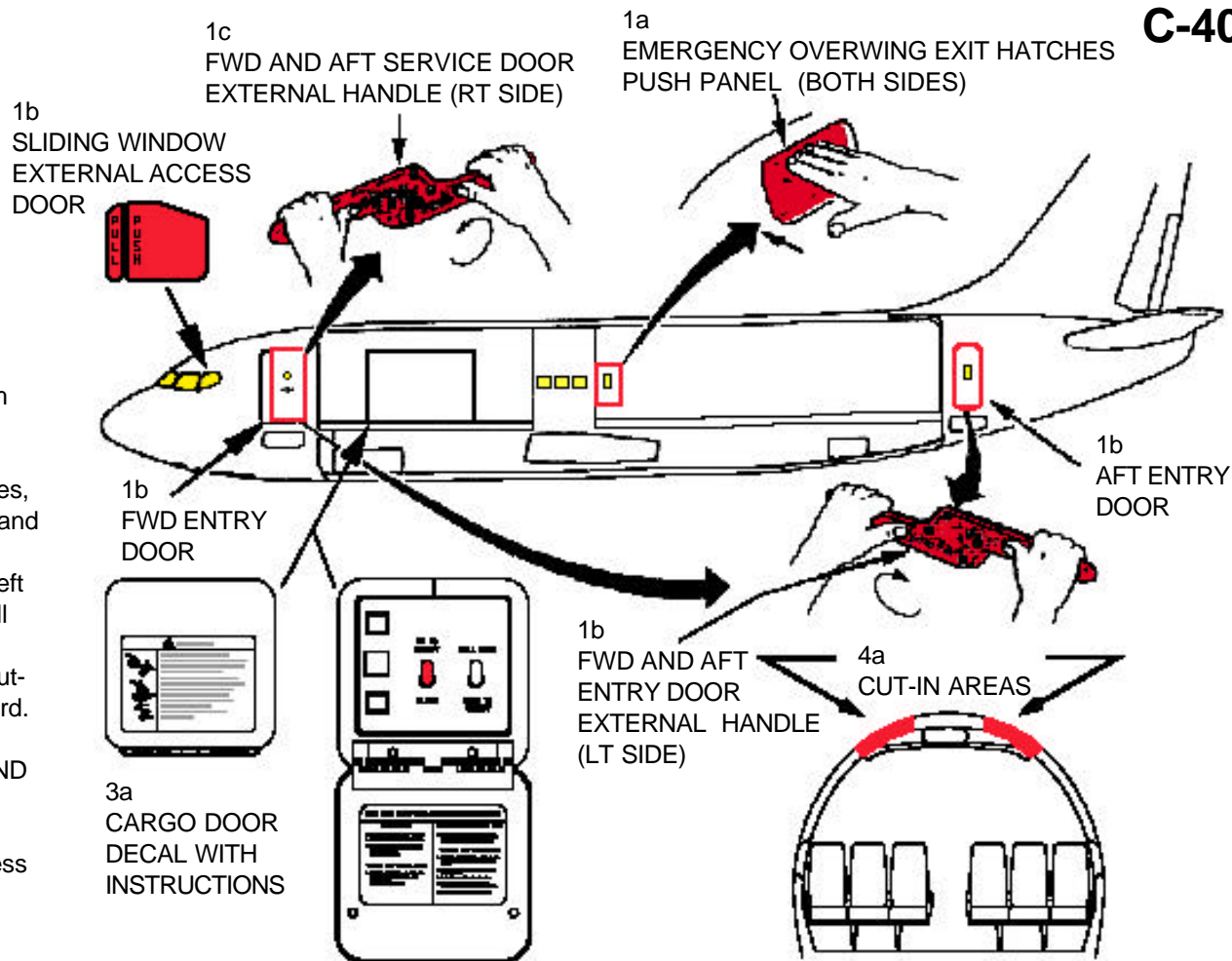
- To open window from outside: push in external access door.
- Pull external release handle and slide window open.

3. CARGO DOOR OPERATION (IF INSTALLED)

- To open cargo door 1, unlock the external door handle.
- Verify unlocked light is illuminated.
- Hold the UP TO CANOPY switch in position until door motion stops.

4. CUT-IN

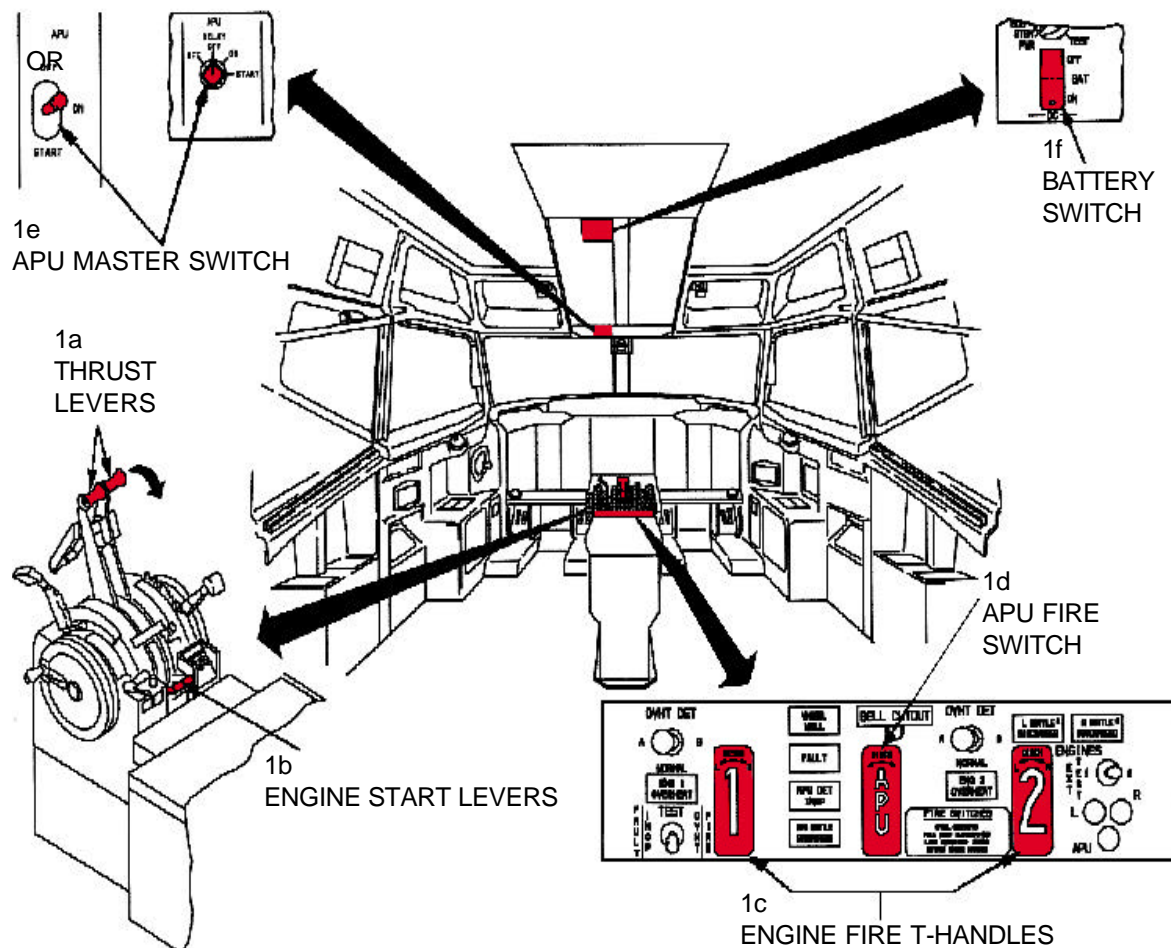
- Cut into fuselage as the last resort. Metal cutting portable power equipment is required. Use caution when cutting due to passenger location in relation to cutting location.



ENGINE SHUTDOWN

1. ENGINE SHUTDOWN

- a. Retard thrust levers, located on pilot's center console, to RETARD position.
- b. Retard engine start levers, located on pilot's console, to CUT OFF position.
- c. In case of engine fire, pull appropriate engine fire T-handles, located on center console forward of thrust levers. Turn right or left to discharge agent. If not illuminated, push and hold the button under the switch to release.
- d. In case of APU fire, pull the APU fire T-handle, located on center console forward of thrust levers. Turn right or left to discharge agent.
- e. Place APU master switch up to OFF position OR OFF position. (Switch type can vary.)
- f. Lift guard and place battery switch, located on pilot's center overhead panel, to OFF position.



C-40

AIRCREW EXTRACTION

1. AIRCREW EXTRACTION

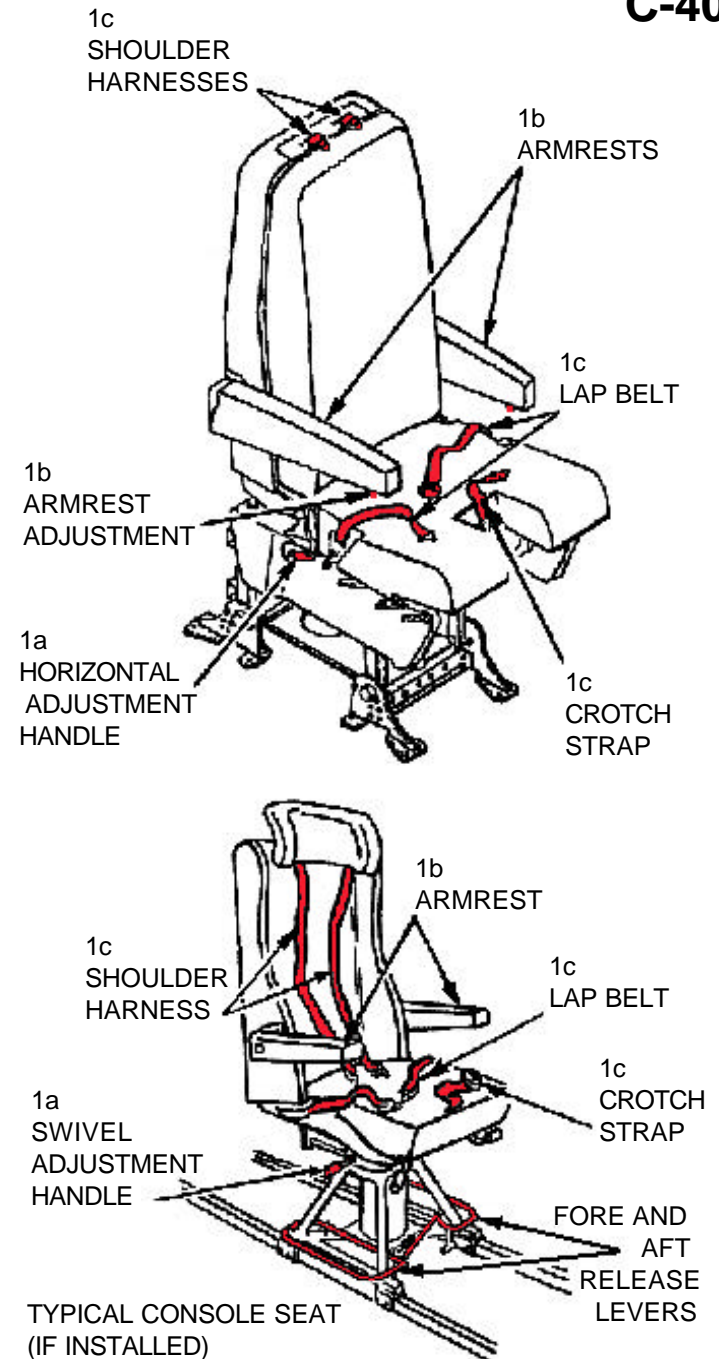
NOTE:

Due to the possibility of several configurations for seating and cargo, the following seat arrangements may or may not be encountered. The flight deck configuration is fixed with two seats. There is no flight engineer seat. If seat tracks are not damaged during crash landing use adjustable seat control handles to retract seats to aft position.

- a. **FLIGHTDECK SEATS** - Unlatch lap belt and remove shoulder harness from the pilot and co-pilot. Use horizontal adjustment handle on pilot's and copilot's seat, and swivel adjustment handle to position seats.
- b. Raise armrests to up position and depress armrest adjustment release under pilot's and copilot's armrests, and raise up to position.
- c. Rotate lap belt release mechanism, remove shoulder harness and crotch strap (as applicable).
- d. **CONSOLE SEATS** - These seats may be equipped with a shoulder harness and lap belt. Unlatch restraints as necessary to free occupants.
- e. **PASSENGER'S SEATS** - Passengers seats are equipped with lap belts only. Lift center latch connecting both sides of belt to release occupant.



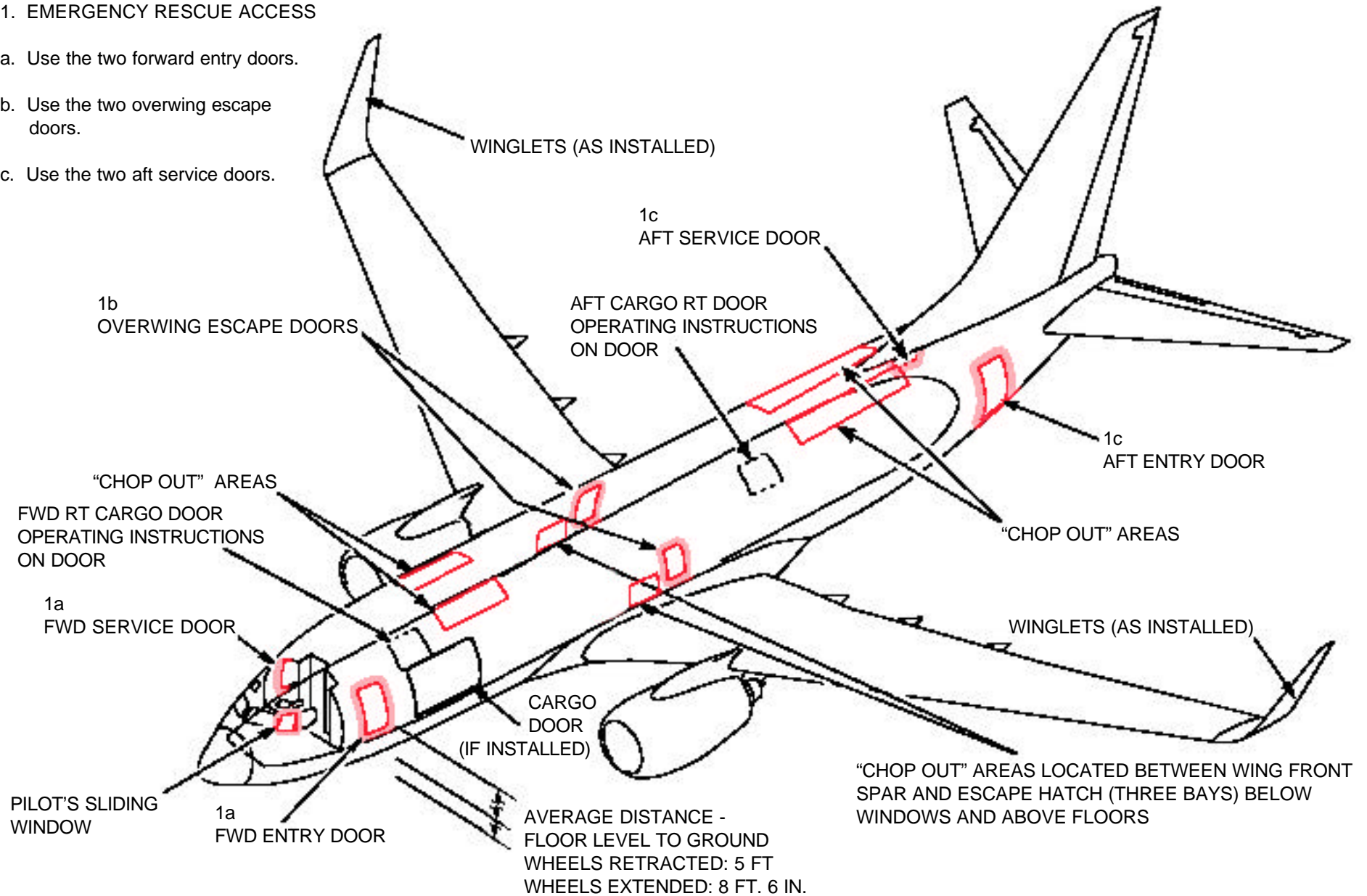
FLIGHTDECK WITH TWO SEATS



EMERGENCY RESCUE ACCESS

1. EMERGENCY RESCUE ACCESS

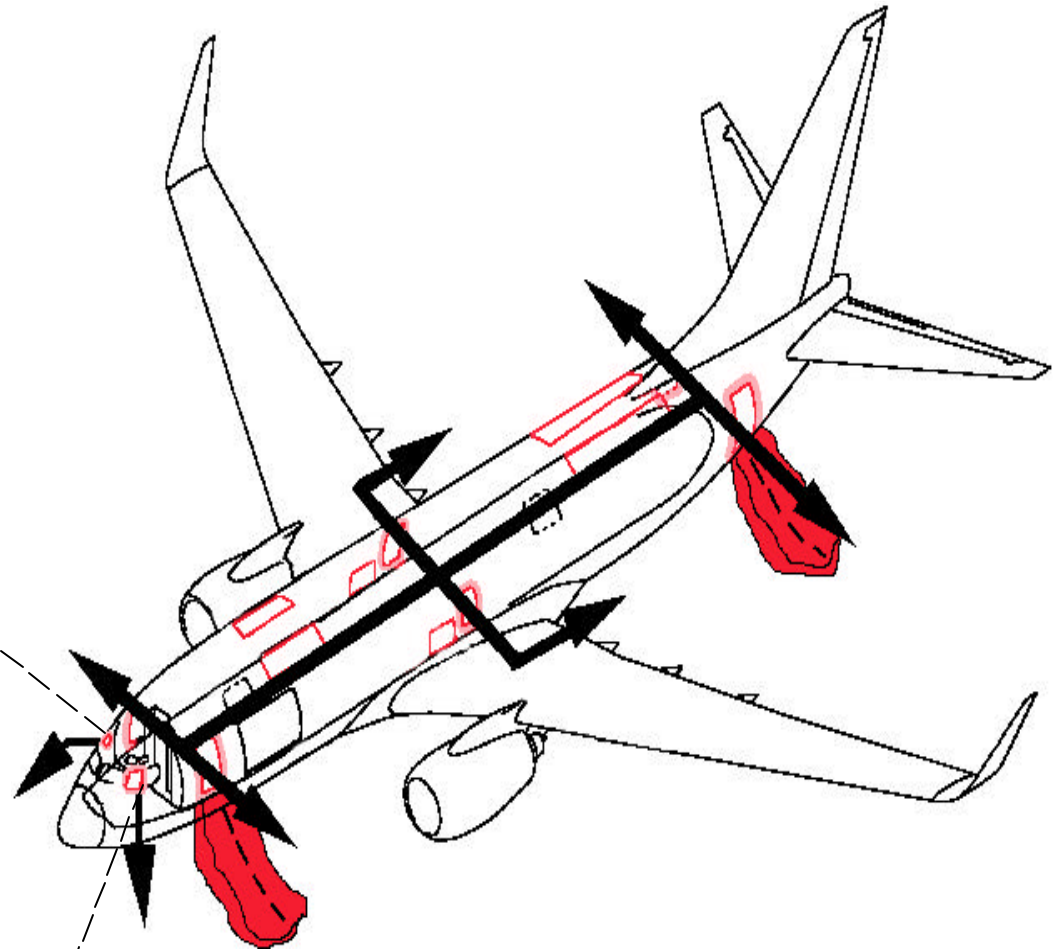
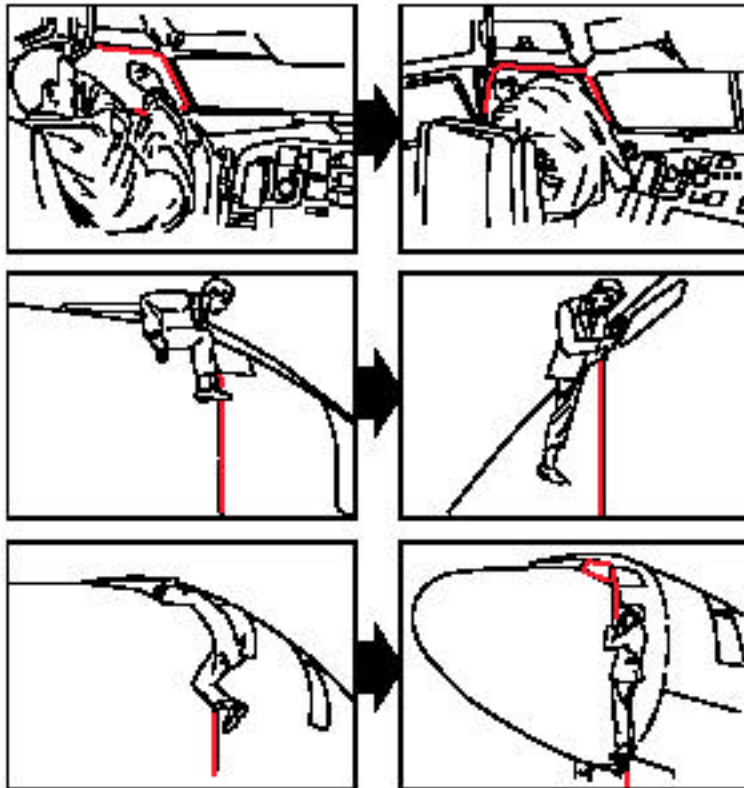
- a. Use the two forward entry doors.
- b. Use the two overwing escape doors.
- c. Use the two aft service doors.



EMERGENCY EXITS AND EVACUATION ROUTES

1. EMERGENCY EXITS AND EVACUATION ROUTES

- a. Use the two forward entry, two overwing escape, two aft service doors, or the two forward flightdeck sliding windows as emergency exits.
- b. The sliding #2 window emergency exits are equipped with stowed ropes or straps used to lower personnel who choose these exits. These windows can be opened externally as well as internally. To open either window, depress trigger, turn handle back and inboard. Slide window until it locks in the open position.
- c. Use the evacuation route closest to your location. Some doors are equipped with emergency chutes that are automatically deployed when a door or hatch are opened from the inside.



1a, 1b
SLIDING WINDOW
EMERGENCY EXIT